

DANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUND \$15,000,000
SILVER \$17,200,000
TOTAL \$47,200,000
REVENUE LIABILITIES \$15,000,000
PROFITABLE \$15,000,000

CHIEF DIRECTORS:
S. H. Dodwell, Esq., Chairman.
Hon. Mr. D. L. Landon, Deputy Chairman.
C. S. Gubbay, Esq., J. A. Plummer, Esq.,
P. H. Holyoak, Esq., J. A. Plummer, Esq.,
O. R. Landon, Esq., Hon. Mr. E. Sheline,
F. Lieb, Esq., H. A. Siebe, Esq.

CHIEF MANAGERS:
Hongkong—N. J. STABB.
Shanghai—A. G. STEPHEN.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of Two per cent. per annum on the daily balance.
On Fixed Deposits:
For 3 months 2½ per cent. per annum.
For 6 months 3 per cent. per annum.
For 12 months 3½ per cent. per annum.

N. J. STABB,
Chief Manager,
Hongkong, May 13, 1913.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed on minimum monthly balances at PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager,
Hongkong, July 1, 1912.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL \$15,000,000
PAID-UP CAPITAL \$15,000,000
RESERVE FUND \$15,000,000

HEAD OFFICE:
40 THEATRE STREET,
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Ceylon, Hongkong, Madras, Rangoon, Shanghai, Singapore, Suez, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND
London Joint Stock Bank, Limited.

Every description of Banking and Exchange business transacted, and Stocks and Shares bought and sold on account of constituents. Letters of Credit granted on all parts of the world.
INTEREST allowed on Current Accounts at 2½ per cent. per annum on the Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager,
Hongkong, May 19, 1913.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 38, Bishopsgate, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE \$7,000,000
EQUITY \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4½ per cent. or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED & COLLECTED.

MALES AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

BUYING and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEO. HOGG,
Manager,
No. 5, Queen's Road Central,
Hongkong, November 1, 1912.

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

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KOWLOON-CANTON RAILWAY.

(Continued from page 3.)

During the year under report a further sum of \$1,785,000 was voted by the Legislative Council. The purchase of the station site and also of Kowloon Island lot No. 1132 for a residence for the manager accounted for \$1,415,870.25 and the two locomotives and eight coaches ordered in 1911 were paid for, the total under main line account being \$1,720,550.54, but credits afforded by sale of Construction Plant and profit on exchange reduced that figure by \$157,418.58 and the net expenditure for the year stands at \$1,562,131.96. On the failing branch the 14th rails put in were replaced by a heavier section rail. The amount expended was \$20,700.25. The expenditure against the grant of \$1,785,000 was \$1,282,025.51 and shows a saving of \$502,974.49.

REVENUE AND EXPENDITURE.

The expenditure of all departments has been carefully watched and apart from the \$25.88 shown as special and miscellaneous, the estimates have been exceeded only in the case of locomotive expenses. The excess under this heading amounts to \$22,604.10 and is mainly due to an inadequate estimate of the amount of coal required, only \$13,500 being provided while the actual cost of coal consumed was \$20,749.09. It is probable that the improved train service was not contemplated at the time the estimate was prepared.

The provision under general stores also proved insufficient, and in addition it was found necessary to fit a new set of axle boxes to No. 1 locomotive. It will be observed that the working expenses compared with gross receipts show a marked decrease on the previous year.

The actual working expenses were \$207,350.78 against an estimate of \$200,975.00. The excess in the locomotive expenses, which is fully explained in the preceding paragraph, was reduced by savings in other departments and the total estimate was exceeded only by \$6,377.78.

REVENUE.

In view of the unsettled conditions prevailing in the Kwong Tung Province it was not to be expected that through passenger traffic would reach the estimated figure, and although fares were reduced and every encouragement offered, the revenue from this source was disappointing. An increase of both passenger and goods traffic might be looked for when connection is made with the Canton-Hankow Railway. The revenue derived from local passenger traffic is slightly less than in 1911. Every effort was made to secure goods but development is slow and through goods traffic has been discouraged by the imposition of a 10% duty which is hardly likely to be improved until it is shown under the existing conditions. It is gratifying to note that the revenue exceeded working expenses by \$48,208.24 which under the adverse circumstances may be considered satisfactory.

Interest on Capital Accounts has not however been included in the Railway Accounts this year, as it was decided to debit this in future to the Public Debt.

It is regretted that the subject of division of joint sectional passenger fares is still in abeyance but it is hoped that this difficult question will soon be settled when the final adjustment between the two sections may be effected.

I am pleased to report that the transactions of the stores branch have been efficiently carried out. The stores are in excellent order and demands generally have been promptly met. Tenders were called for at the end of 1911 for all local supplies for 1912. A revised list of plants for sale has been prepared and circulated and every effort has been made to dispose of construction plant and stores but sales have been few as very little work has been in progress on which plant of such a nature would be required.

No fatal accident occurred to the travelling public during the year and only one passenger sustained injury due to alighting from the express train when in motion. There were no accidents to railway servants. In spite of all precautions Chinese continue to trespass on the railway and four were killed.

There have been no changes in the staff.

POISONED BANKER.

STRANGE DEATH SCENE.

New York, May 19.

Mr. B. Sanders Walker, the prominent banker of Macon, Georgia, who, accidentally swallowed a dose of bichloride of mercury, a deadly poison, which gradually and inevitably kills, was able to leave his bed to-day and receive his friends. Mr. Walker knew that he cannot live more than a few days, and after sentence of death was pronounced by the physicians, he wound up his business affairs, made his will, and announced his intention to keep as cheerful as possible until the end.

To-day the banker received thousands of messages from every part of the country from surgeons, physicians, and editors, about the splendid courage he has shown in the face of slowly advancing death.

Throughout the day, six telegrams from Macon, Mr. Walker's home, was being filed by hundreds of curiosity-seekers, and a large force of police was required to keep them from entering the house. The dying man has ordered his dwelling to be profusely decorated with flowers, and he insists on an orchestra playing his favorite songs, while he sits and receives constant procession of visitors and friends, who try to cheer the doleful man.

Mr. Walker is extremely cheerful, however, and laughs and jokes and insists on everyone being merry. "He is in no pain," he is gradually losing weight, and it is believed that he cannot live the day or two.

THE CHINA MAIL, LTD.
5, WYNDHAM STREET, HONGKONG.

If you have lost your copy to one of the big variety of daily dished at the ALEXANDRA CAFE is sure to tempt you.

TO LET

SHOP with Godown attached, NATHAN ROAD, KOWLOON.
Kowloon Marine Lot No. 48 with wharf.
Apply to
HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, June 1, 1913.

TO LET.
(From 1st July 1913).
NO. 2, MOUNTAIN VIEW, THE PEAK.
Apply
LINSHEAD & DAVIS.
Hongkong, June 9, 1913.

TO LET.
LARGE ROOM Suitable for Offices or Godown.
Apply, GEORGE H. SWIFT,
37, Third Street, SHANGHAI.
Canton, June 5, 1913.

TO LET.
ON 2nd FLOOR, No. 3 PEDDER STREET.
One-Roomed OFFICE Apply Property Office JARDINE, MATHESON & Co., Ltd.
Hongkong, April 30, 1913.

TO LET.
NO. 2, WEST END TERRACE, SHANGHAI.
123, PRATA EAST, GODOWN.
FOR SALE OR TO LET.
UNFURNISHED A House at the Peak.
Apply to
THE HONGKONG LAND INVESTMENT & AGENT CO. LTD.
Hongkong, June 2, 1913.

TO LET.
FROM 1st February, MERRION, No. 10, Peak, furnished or unfurnished. 6 Rooms.

NO. 21, SHELLEY STREET.
To let or for sale, "GLENSHIEL," Baxter Road, No. 124, Peak, 5 rooms.

"CRAIG RYRIE," No. 4, the Peak, to let; fine situation; 8 rooms; tennis and croquet lawns.

FOR SALE.
HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.

LADSBROOK, No. 9, Conduit Road, Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 persons.

Apply to
LINSHEAD & DAVIS,
3rd Floor, Alexandra Building,
Hongkong, Aug. 2, 1911.

THE CHINA MAIL.

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication, but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

No anonymously signed communication that has already appeared in any other paper will be inserted.

Letters relating to business should be addressed to THE SECRETARY.

Orders for extra copies of the "CHINA MAIL" should be sent as soon as possible as the supply is limited. Cash 10s. Credit 20s. per copy.

Advertisements and additions to advertisements on Pages 2, 3, 4, 5, 6, 7, 8, and 9 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to advertisements on pages 1, 6, 7 and 10 should be sent us not later than 2 p.m.

New Advertisements should be sent in before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address "MAIL" Hongkong.

Telephone No. 22.

THE CHINA MAIL, LIMITED.

SIX TING.

Surgeon Dentist.

No. 14, D'ARVILLE STREET.

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Consultation Free.

THE CHINA MAIL.

Typoon Map & Guide.

Price 40 cents.

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
Alacrity	despatch vessel	1640	2	200	Comdr. Archibald Cockburn	Wohaiwei
Atlas	Admiralty tug	710	2	900	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. D. S. Pritchard	Yangtze
Britannia	river gunboat	710	2	900	Lt.-Comdr. W. H. Darwall	Fongtsing
Cadmus	aloop	1070	4	1400	Comdr. H. P. E. T. Williams	Shanghai
Cherub	water tank and tug	350	—	300	Master H. Smith	Hongkong
Clio	aloop	1070	4	1400	Comdr. Lolin Mackenzie, D.S.O.	Peking
Fame	torpedo boat destroyer	380	4	5700	Lt.-Comdr. R. Wilkinson	Hongkong
Flore	warrior, 2nd class	4380	10	7000	Capt. C. F. Corbett, M.V.O.	Wohaiwei
Hampshire	cruiser, 1st class	10,850	10	20,000	Capt. M. R. Hill	Wohaiwei
Kent	cruiser, 1st class	9000	11	22,000	Capt. W. T. Hunt, C.S.I.	Hongkong
Kinab	river gunboat	518	1	1200	Lt.-Comdr. H. D. Maryat	Yangtze
Merlin	aloop	1040	—	—	Capt. F. C. C. Pao	Laiwan
Minotaur	cruiser, 1st class	14,800	—	27,000	Capt. E. R. Kiddle	Wohaiwei
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. B. H. F. Bartlett	Wohaiwei
Moore	river gunboat	130	3	800	Lt.-Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Shanghai
Nightingale	river gunboat	85	3	240	Lt.-Com. [illegible] Murray	Yangtze River
Other	torpedo boat destroyer	350	6	6300	Lt.-Comdr. R. Wilkinson	Hongkong
Ribble	torpedo boat destroyer	690	—	7800	Lt.-Comdr. E. J. G. Mackinson	Wohaiwei
Rosario	depot ship, submarine	850	—	1400	Lt.-Comdr. N. K. Archdale	Hongkong
Robin	river gunboat	75	3	240	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	3	240	Lt.-Com. L. A. S. Hutton	West River
Spice	river gunboat	85	3	240	Lt.-Com. Maurice R. Leslie	Yangtze River
Taku	torpedo boat destroyer	350	6	6500	Gunner W. H. Ryder	Hongkong
Tamar	receiving ship	4650	6	—	Commodore W. H. Anstruther, C.M.G.	Hongkong
Tal	river gunboat	180	3	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze River
Talis	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dorner	Yangtze River
Thistle	torpedo boat destroyer	690	—	7500	Lt.-Comdr. Maxwell	Wohaiwei
Uak	torpedo boat destroyer	350	6	6300	Lt.-Com. Borden-Whitham	Wohaiwei
Virago	torpedo boat destroyer	690	—	7500	Comdr. Seymour	Wohaiwei
Walland	river gunboat	350	3	6500	Lt.-Comdr. R. Neville	Wohaiwei
Whiting	torpedo boat destroyer	195	3	800	Lt.-Com. J. G. F. Borrett	Upper Yangtze River
Widgeon	river gunboat	150	3	800	Lt.-Com. M. Blackwood	Yangtze River
Woodcock	river gunboat	150	3	800	Lt.-Comdr. Lloyd	Yangtze River
Woodlark	river gunboat	150	3	800	Lt.-Comdr. F. J. McGillevia	Hongkong
U38	submarine	—	—	—	Lt.-Comdr. J. Gimes	Hongkong
U57	submarine	—	—	—	Lt.-Comdr. R. K. O. Pope	Hongkong
U58	submarine	—	—	—	Lt.-Comdr. Handley	Hongkong
U59	torpedo boat	—	—	—	Lt.-Comdr. Sileman	West River
U60	torpedo boat	—	—	—	Lt.-Comdr. Nicol	Hongkong
U61	torpedo boat	—	—	—	Lt.-Comdr. E. W. Seymour	West River

* Flagship of Vice-Admiral T. H. M. Jerram, C.R., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser.	4000	45	8000	Capt. H. Nauta	Shanghai
Dupleix †	French armoured cruiser	10,014	30	20,000	Capt. Davelny	Hongkong
Elisber	French armoured cruiser	9730	12	19,600	Capt. Gouts	Hongkong
Decidée	French gunboat	845	10	7300	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	600	Lieut. de Jerville	Canton
Pathé	French gunboat	130	—	—	Lieut. Collin	Tientsin
Départ de Lagros	French gunboat	—	—	—	Lieut. Dupuy Duteime	Tientsin
* Flagship of Rear Admiral Colloch de Kerville, Commander-in-Chief, the French China Station.						
Lyon	French sub-marine	—	—	—	Lieut. Bolitz	Saigon
Protée	French sub-marine	—	—	—	—	Saigon
* Styx	French armoured gunboat	1738	10	1700	Lieut. Guillaume-Louis	Saigon
Fronda	French destroyer	350	7	303	Lieut. Aurillac	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate Rouleau	Hongkong
Pistolet	French destroyer	180	7	300	Comdr. de Marquessac	Saigon
Moscou	French destroyer	307	6	300	—	Saigon
Mandch	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon
* Flagship of Capt. (Commodore) Boudreau, Commanding the local defence Indo China						
London	German cruiser	3600	22	13,500	Capt. v. Restorff	Swatow
Guisseau	German armoured cruiser	11,600	36	26,000	Captain Branningham	Tientsin
Ilia	German gunboat	900	12	1300	Comdr. v. Guben	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vassalov	Tientsin
Leipzig	German cruiser	3550	24	11,000	Capt. Bodneke	Tientsin
Luchs	German gunboat	900	10	1350	Comdr. Benzmann	Tientsin
Nürnberg	German cruiser	3400	22	13,200	Capt. Mörsberger	Hongkong
Otter	German river gunboat	—	—	—	Capt. Lieut. Friele	Yungtze River
Scharnhorst	German flagship	11,600	36	26,000	Capt. Roeing	Tientsin
S. 90	German torpedo-boat	400	8	6000	Capt. Lieut. Berrenberg	Tientsin
Taka	German torpedo-boat	280	4	8000	Obt. v. S. Classen	Tientsin
Tiger	German gunboat	900	10	1250	Comdr. Böcker	Tientsin
Thetis	German river gunboat	223	4	1800	Capt. Lt. Frhr. Speitz v. Schulzberg	Canton
Vaterland	German river gunboat	223	4	600	Obt. v. S. Prinz	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Bonini Piccinni	Shanghai
Admiral	Portuguese cruiser	1707	—	—	Capt. Antão de S. Dias	Macao
Macko	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Macko	Portuguese gunboat	700	—	—	Captain José de Carvalho Crato	Macao

W. BOWEN BOWMAN

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

SERIOUS STATE OF AFFAIRS AT TETUAN.

SPANIARDS ATTACKED BY MOORS.

LONDON, June 13. Regular communications between Tetuan and Tangier have been cut. Single couriers have brought news of the situation at Tetuan, from which, it appears, that the town is encompassed by hostile tribes. The situation is serious. Moors disguised as women have been caught stabbing Spaniards within the town. Special guards are stationed at all Consulates.

SPANISH GUNBOAT ASHORE.

MANY KILLED AND WOUNDED.

LATER. The Spanish gunboat, "General Concha," with a crew of 58, stranded yesterday in a fog near Alucemas under a high cliff. They were under continuous fire of the Moors, and the salvage steamer was unable to approach.

The gunboat "Laura" to-day drove off the assailants, and is now taking off the "General Concha's" killed and wounded, among the former being the Commander of the unfortunate vessel, which will be blown up.

MORE CASUALTIES.

Reuter's Madrid correspondent telegraphs that the Column sent to occupy a position in the vicinity of Tetuan was fiercely attacked and returned with the loss of 20 killed and 50 wounded.

FIGHTING FOR SIX HOURS.

Reports of the fighting in the neighbourhood of Tetuan, show that the Spaniards made a most aggressive fight for six hours for possession of Boucacia Bridge. The fight resulted in a victory for the Spaniards, but the exhausted troops withdrew under the protection of cavalry, leaving a battalion to hold the bridge.

THE STOCK EXCHANGE.

MORE FAVOURABLE CONDITIONS.

LONDON, June 13. Yesterday afternoon, the Stock Exchange made a favourable swing round in consequence of the improved Balkan situation. No big failure is now expected, but some small failures are probable. Liquidation will continue for some time but the public are buying at bargain prices.

THE FINANCE BILL.

SECOND READING PASSED.

LONDON, June 12. The House of Commons passed the second reading of the Finance Bill after defeating an amendment by Mr. Snowden, that the House declines to assent to the Bill which continued the taxation of the people's food instead of increasing the taxes on unearned incomes and large estates, by 255 votes to 38, the Unionists abstaining from voting. Mr. Asquith emphasised that he never subscribed to the policy of a free breakfast table. No doctrine was more fatal to democratic Government than the constant amelioration of the social conditions of the less favoured classes at the sole expense of the other classes.

THE DEVELOPMENT OF UGANDA.

LONDON, June 12. In the House of Lords, Lord Haldane raised the question of the congestion of the Uganda Railway. Lord Emmott admitted that it was the Government's duty to relieve the congestion, but he rejoiced that the congestion was due to the remarkably rapid development of the country. There had been some delay in delivery, but engines and waggons were already ordered which would be sufficient for present requirements, and it was inadvisable to order more at the present high price. Eighteen new crossing stations, for which the money had been provided, would add enormously to the carrying capacity. He detailed other measures taken to meet the present and future expansion, but said he did not think they could rest content with that, and Mr. Haldane was giving the matter his earnest attention.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE NEWBURY CUP.

THE RESULT.

LONDON, June 13. The Newbury Cup race resulted as follows:—
Chili Second..... 1
Rivoli..... 2
Early Hope..... 3
Betting:—100 to 15 Chili Second; 4 to 1 Rivoli; 7 to 2 Early Hope. Eight ran, one length dividing first and second, five lengths second and third.

BOXING MATCH.

CARPENTIER ACCEPTS WELLS' CHALLENGE.

LONDON, June 13. Carpenter, the French pugilist, and Bombardier Wells have signed articles for a return match for £500 a side in November.

SHEKET PASHA'S ASSASSINATION.

LATEST DETAILS.

CONSTANTINOPLE, June 12. Sheket Pasha was accompanied by two aides-de-camp, one of whom was Lieut. Ibrahim, who was also killed. A footman was wounded. There were four assailants. They awaited the arrival of Sheket in an automobile standing on the roadside. The bodies were taken to the Ministry for War. Prince Said Halim has been appointed interim Grand Vizier. The other Ministers retain their portfolios.

GLOWING TRIBUTES IN MEMORY OF SHEKET.

A later telegram states that the Grand Vizier has been buried in the Mausoleum on the Hill of Liberty, with great military pomp. The Press pays glowing tributes to his services. There have been further arrests in connection with the assassination.

M.P.'S RESIGNATION.

LONDON, June 12. Captain E. Crawshaw-Williams, Liberal M.P. for Leicester, has written to his constituents that he has resigned his seat owing to a pending divorce suit in which he is concerned. He regrets that he is compelled to abandon all prospects of political usefulness.

DISPUTE IN THE SHIPYARDS.

A SECOND BALLOT.

LONDON, June 12. The employees in the shipyards have agreed to a second ballot on the masters' proposals.

ROMANIA'S ATTITUDE.

BERLIN, June 12. It is semi-officially stated that Rumania will not allow the political equilibrium of Eastern Europe to be disturbed and will energetically intervene at the proper moment if necessary with force of arms. The Government has decided to mobilise for self-defence on the outbreak of a conflict.

ARBITRATION AGREED UPON.

A St. Petersburg telegram says that Bulgaria and Serbia have agreed to accept the arbitration of Russia.

THE MARCONI SHARE TRANSACTIONS.

LORD MURRAY'S POSITION.

LONDON, June 12. Lord Murray has called the Marconi Committee confirming his brother's explanations, adding—"Outside the dealings already known, I have never had any interest in Marconi's shares whatever." He offered to return immediately, if desired.

The Committee replied—"The special report on the charges against Ministers is already complete. If you return before the final report, the Committee will hear your evidence."

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months mothers should watch for any unnatural looseness of the child's bowels. When given prompt attention at this time serious troubles may be avoided. Chamberlain's Colic, Cholera and Diarrhoea Remedy can always be depended upon. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH AIRSHIP MISHAP.

LONDON, June 13.

The new French-made Navy Airship, while on her trip to Farborough, had the mishap to have a great leakage of gas, causing the envelope to buckle. The pilot on descending just missed colliding with the aeroplane sheds.

OBITUARY.

BARON STAFFORD.

LONDON, June 13.

The death is announced of Baron Stafford, the octogenarian.

LORD LEVAN.

Lord Levan has succumbed to an "trepanning" operation, necessitated as the result of an accident while hunting.

AUSTRALIAN POLITICS.

MR. MCGOWAN RESIGNS.

LONDON, June 13.

Mr. McGowan has resigned the Leadership of the Labour Party in favour of Mr. Holman. Mr. McGowan also resigns the Premiership of New South Wales, at the end of the month.

FRENCH SOLDIERS SENTENCED.

SEQUEL TO THE DEMONSTRATIONS.

LONDON, June 13.

A telegram from Bourges states that a number of soldiers have been sentenced to terms of imprisonment, ranging from three months to one year, for demonstrating against the three years' service system.

RUSSIA AND THE BALKAN STATES.

ST. PETERSBURG, June 12.

The Tsar has sent an identical telegram to the Kings of Bulgaria and Serbia gravely warning them of the consequences of war. He regrets that the decision to hold a conference of the Premiers of the Allied States at Salonika and afterwards at St. Petersburg has not yet been put into execution and that the Balkan States are apparently preparing for a fratricidal war which may dim the glory they earned in common. He adds "I appeal directly to your majesty, as it is my right and duty to ask you to adhere to your obligations to turn to Russia for settlement of the present difference between Bulgaria and Serbia. Regarding the functions of arbitrator not as my prerogative but as my painful duty, I feel it incumbent upon me to warn you that war between the Allies cannot leave me indifferent. I wish to make it known that the State beginning war will be responsible to the Slav cause, and I reserve full liberty as regards Russia's attitude in such a criminal struggle."

SERVIA'S IMPORTANT PROPOSAL.

A telegram from Belgrade states that Serbia has sent a Note proposing to Bulgaria that they mutually reduce their forces on the frontier by one-fourth.

HOME CRICKET.

LONDON, June 12.

The match between Lancashire and Gloucestershire at Bristol was drawn.

AN ULSTER CAMPAIGN.

"AGAIN THE GOVERNMENT."

LONDON, June 12.

A party of Irish Unionists in the House of Commons, headed by Sir Edward Carson, were given a rousing send-off on their journey to Glasgow, where they are to inaugurate a big campaign in the British provincial centres, appealing to the electors that Ulster shall remain an integral part of the United Kingdom. Deputations greeted the party at Rugby, Crawley, and Carlisle.

THE RIFLE SCARE.

ANOTHER CONSIGNMENT.

LONDON, June 12.

The Irish Authorities have been notified of a consignment of rifles and bayonets from Newcastle which the police are watching.

OFFICERS' PAY.

Captain and Majors.

Lock in Promotion.

(By Military Correspondent of the "Daily Telegraph.")

The immediate and pressing problem which confronts the War Office is to reform the conditions of service of the lieutenants, and the conditions under which their commissions are given.

At present officers of this rank, including the second lieutenants about to be promoted with them, can hardly look upon themselves as definitely embarked on any career at all. A chapter of accidents besets their advancement even to the next grade, though they are doing capably work on the present meagre rate of remuneration, that is, commanding a company half their time. In the event of war lieutenants will be scarce. They will be exceedingly difficult to replace. The Territorial Force offers much greater inducements for temporary engagements. Moreover, lieutenants cannot be satisfactorily trained under two years at least. But if the profession of arms is to recover its ancient popularity with the gentlemen who are, and of right should be, "entitled to bear arms," entitled not only by the record of their families in the service of the community, but by personal aptitude and courage—the status and pay of captains and majors must likewise receive attention and redress.

The majority of men who mean to shoulder the duties of life wish to marry round about their 30th year. By that age an officer should be promoted captain, and £900 a year is not too high a salary in return for what is exacted of this rank in professional acquirement; £750 a year should certainly be the minimum wage of the rank. It is little enough for a man to marry on in the position of regimental officer, for when he marries the officer has to find a home for himself, instead of living in barracks. Owing to the careless and capricious manner in which lieutenants are placed under orders to move—orders which are often cancelled or changed—the married officer not seldom finds himself with two or more houses on his hands at a time. The frequent moves of his household, always at his own expense, and the sale, often at serious loss, of his horses and furniture, if in India, lets him in for ruinous expense. The problem of dodging the expensive vicissitudes of moving a wife and family about the globe is even more serious for the married officer of from ten to twenty years' service, and often more complicated and dangerous to his career in the Army than his early years in a mess, with insufficient private allowance.

THE ELEMENT OF CHANCE.

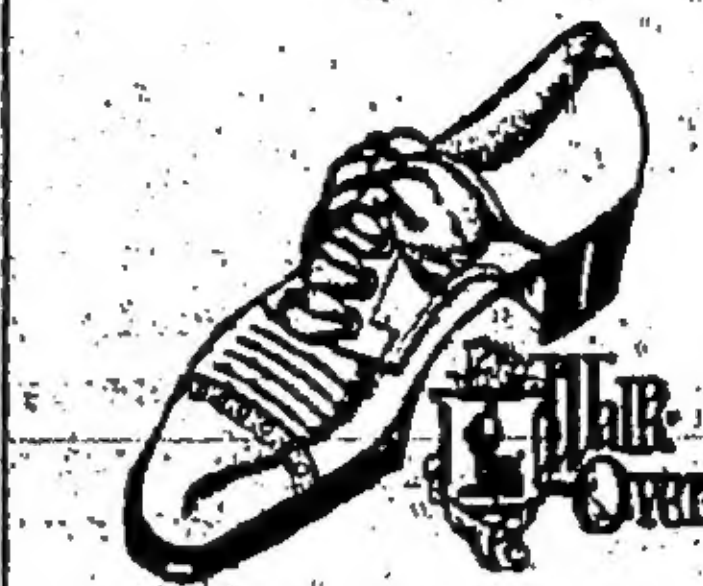
As an instance of the senseless nature of the existing regulations, and of the indulgence and neglect to keep the rules of the Service up to date, may be cited the table of pay of regimental officers, to be found on page 274 of Whitaker's Almanack. It will be seen that a captain of Household Cavalry receives 13s. 6d. a day, but in line cavalry only 12s. and in infantry 11s. 7d. Why "seven" pence? And why the extra 6d. for a captain of Life Guards, who has, at least a thousand a year of his own? A major of Horse Artillery gets 13s. 6d., a major of field artillery 12s., a major of line infantry only 12s. 7d. Most collectors, and many taxi-cab drivers can do better than a major of the line, without endangering their lives to the same extent, and without the more imminent risk of being heartlessly and unjustly turned adrift after many years' faithful service should they happen to displease their immediate superior, and should the War Office at the time happen to want a "flow of promotion."

Of course, it happens that some captains, and even some majors, are of little use as military leaders. In ninety-nine out of 100 cases these officers never were of any use, and should never have been commissioned. Once commissioned, it is obviously unfair to bar their access to a decent minimum rate of pay and pension, but it is urgently required that greater care should be taken in granting lieutenants' commissions, and in their subsequent education. At present this education largely depends upon luck.

A young officer may get a very thorough tactical training by serving with a regiment at Aldershot, Rawal Pindi, or the Curragh for several years, or he may join at Gibraltar or Aden, where field training is of necessity curtailed almost to nothing. Then he may go to be an aide-de-camp to a lieutenant-governor till he is a senior subaltern or captain. Then, if he stands well with his colonel, he may go to the Staff College for two years, having had a year's leave to prepare for it. After passing the Staff College the further progress of an officer with some private fortune and friends at headquarters is comparatively easy. It is instructive to study the career of the senior officers employed in the chief administrative posts both at the War Office and in the different commands. The instruction and command of troops have had a very small share in the record of many of them, so that naturally they have but little care of the interests of the company commanders. The latter serve on in many regiments for 12s. 7d. a day until they retire from disgust as soon as they can afford to do so, or as soon as they can find civilian employment.

CONFUSION WITH PURCHASE SYSTEM. Mr. Gladstone's Government abolished the purchase of commissions and promotions just after the Franco-German War, which convinced that great mass of the need for Army reform. Unfortunately, "Army reform" in our country is carried out more with an eye to electoral success than to the future of the profes-

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At any rate, lack of care and foresight generally ruins the schemes of the reformers. In theory the purchased system was indefensible. It was right to abolish it, but the essential corollary of its abolition was to replace it by very careful rules to ensure a uniformity of just treatment to all officers, without refusing some special promotion to exceptional talent. Unquestionably the Duke of Cambridge, by his personal authority, did much to achieve this just purpose while he was Commander-in-Chief, but the new system has proved in some respects even worse than purchase. Money has continued to play a very important part in securing promotion of all sorts, and especially in obtaining opportunities to accompany the various Colonial expeditions, upon which the fortunes and reputations of the generals and principal staff officers at the end of the last century were founded. But the new system, for under the purchased system poor officers were usually able to obtain at least one advantageous exchange with a considerable bonus in cash. They could live in India on their pay, and this money enabled them to purchase promotion when their turn came, and although the system was vicious, it, in fact, produced many more capable leaders in the field than have risen to high rank in the same period of time since its abolition.

The existing difficulty in obtaining recruits for the ranks is largely due to the mean and even fraudulent manner in which the enlisted men have been treated in former years. Even to-day a recruit often finds himself committed to serving in a different regiment and country from that for which he intended to engage himself. The very situation is a handicap in obtaining employment when transferred from the regiment to the reserve and when the soldier has to begin to earn in his living, is over the grades stumbling block in getting enough recruits. If young men were engaged of employment at a fair rate of wages on leaving the colours, a much larger supply of recruits would be assured.

The same causes are at work equally steadily in arresting the supply of suitable officers. If young men of the required class know that their pay enabled them, at any rate, to live in their regiments, and if on promotion to the rank of captain they knew that they could marry and maintain a modest but decent household, without constant domestic trouble and financial embarrassment the supply of the right class of Army officer would be assured.

The certainty of a modest livelihood in the regiments, not the year to chance of a commission, is a well-paid career in Staff offices, should be the first dream held out to serve the King. It would be found more efficacious than multiplying Staff appointments of doubtful utility, which are invariably filled by the same process of selection.

The total output of the Kaituma Mining Administration's mines for the week ending May 31st, amounts to 37,140.64 tons and the sales during the period to 35,583.10 tons.

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Steamers	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due London (1 day later)
Steamer	noon, Sat'day	Steamer	Sunday	Saturday
ARCADIA	June 2	MARMORA	July 20	July 26
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	Aug. 2	MALWA	Aug. 31	Sept. 6
DELTA	Aug. 15	MONGOLIA	Sept. 14	Sept. 20
ARCADIA	Aug. 30	MACDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOLTAHAN	Oct. 25	Oct. 31
CHINA	Oct. 11	MOREA	Nov. 8	Nov. 14
DELTA	Oct. 25	MAROKO	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at FORT SAID.

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Steamers	Leave Hongkong	Due Marseilles	Due London
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DEVANHA	July 5	August 15	August 24
CHINA	July 19	August 29	Sept. 7
ASSAYE	Aug. 2	Sept. 12	Sept. 21
DELTA	Aug. 15	Sept. 25	Oct. 4
ARCADIA	Aug. 30	Oct. 9	Oct. 18
DEVANHA	Sept. 13	Oct. 23	Nov. 1
CHINA	Sept. 27	Nov. 6	Nov. 15
ASSAYE	Oct. 11	Nov. 20	Nov. 29
DELTA	Oct. 25	Dec. 4	Dec. 13

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

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FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

For SHANGHAI, KOBE AND YOKOHAMA

ATLANTIQUE, Lidin. 18th June, about 7 a.m.

For MARSEILLES, via Ports... PAUL LECAT, Valat. 17th June, at 1 p.m.

TRANS SHIPPING on the Co's Steamers at COLOMBO for CANTON, BOMBAY and AUSTRALIA, at PORT SAID for the LANT, COAST GUARDIAN and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts-Gesellschaft, 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO.

To MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK

via SHANGHAI, HONGKONG & JAPAN TO VANCOUVER (B.C.) AND PORTLAND (OR.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also to India, Ceylon, Mauritius, Gambia, Senegal, and other Mediterranean, East African, Black Sea and Baltic Ports, and North and South American Ports.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINE STEAMSHIP CO.

Steamship

Tons

Captain

For

Sailing Date

KUBI

4,000

J. Miller

Manila, Marseilles

Uto & Cebu

June 18 at 4 p.m.

2nd

4,000

F. S. McMurray

Manila, Marseilles

Uto & Cebu

June 20 at 4 p.m.

For further particulars apply to

Shewan, Tomes & Co., General Managers.

SHIPPING

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO VICTORIA, VANCOUVER, B.O., SEATTLE AND TACOMA.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient tonnage offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

Proposed SAILINGS. From HONGKONG. Connecting with 'KATANGA' 10th July.

For Rates and further information, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS TO BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient tonnage offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

Proposed SAILINGS. S.S. 'DUNERO' 21st June.

And regularly thereafter.

For Rates of Freight or Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

As only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers

Captains

Leave

'PANAMA MARU' J. Kaneko Wed'day, 25th June at 1 p.m.

'SEATTLE MARU' T. Saito Thursday, 10th July at 1 p.m.

'CHICAGO MARU' N. Kobayashi Wed'day, 23rd July at 1 p.m.

'CANADA MARU' S. Nemoto Thursday, 7th Aug. at 1 p.m.

'TACOMA MARU' K. Kuroki Wed'day, 20th Aug. at 1 p.m.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.

Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.

These Newly Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Silk, Tea and other goods. Special attention given towards Express connections.

JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

Steamer

Captain

Leaving

'SAIGON MARU' T. Yamaguchi Thursday, 25th June, at 4 p.m.

'INDO MARU' M. Nemoto Wednesday, 30th July, at 4 p.m.

'LUZON MARU' H. Yamamoto Tuesday, 26th Aug., at 4 p.m.

For MOJI, KOBE & YOKKAICHI.

'INDO MARU' M. Nemoto Sunday, 22nd June, at 4 p.m.

'LUZON MARU' H. Yamamoto Friday, 18th July, at 4 p.m.

'SAIGON MARU' T. Yamaguchi Friday, 25th Aug., at 4 p.m.

CHINA AND FORMOSA LINE.

For KOBE via SWATOW AND AMOY.

Steamer

Captain

Leaving

'KAIYO MARU' Y. Yamamoto Wednesday, 18th June, at 2 p.m.

For TAMSUI via SWATOW & AMOY.

Steamer

Captain

Leaving

'DAIGO MARU' T. Saito Sunday, 16th June, at Noon.

'DAIJIN MARU' M. Nemoto Sunday, 22nd June, at Noon.

For ANPING & TAKAO via SWATOW & AMOY.

Steamer

Captain

Leaving

'SOSEI MARU' K. Kuroki Wednesday, 25th June, at 10 a.m.

For CANTON.

Steamer

Captain

Leaving

'GOSHI MARU' K. Kuroki Friday, 20th June.

These Steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fire.

These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Praya Central).

For further information, apply

Z. KANIYA, Manager, Second Floor No. 1, Queen's Building.

AMERICAN & ASIATIC S.S. CO.

FOR KOBE, DIRECT.

THE Steamship

INDRASAMHA

Captain J. P. Jones, will be despatched for the above port on or about 16th June, 1913, at 4 p.m.

For Freight or Passage apply to SHEWAN, TOMES & CO., General Agents, Hongkong, June 13, 1913.

INDRA LINE, LIMITED.

FOR BOSTON & NEW YORK.

THE Steamship

INDRAKUALA

Captain A. H. Smith, will be despatched for the above port on or about 16th June, 1913, at 4 p.m.

For Freight or Passage apply to JARDINE, MATHESON & CO., Ltd., Agents, Hongkong, June 13, 1913.

NOTES ON WILD IN LIFE

HONGKONG AND SOUTH CHINA.

By the Rev. J. A. BUNBURY, M.A.

To be had at the 'CHINA MAIL' Office.

Part I Revised Price 75 Cents.

Part II Revised Price 75 Cents.

SHIPPING

AUSTRIAN LLOYD.



Under Mail Contract with the Austrian Government

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port Said.

S.S. 'AFRICA', 8840 tons, will leave as above on 13th June, at 5 p.m.

Superior accommodation for 1st and 2nd Class passengers, no extra, no tip, no inside cabin. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £20, 2nd £10, 3rd £5.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

Via Straits, (Colombo), Colombo, Bombay, (Karachi), Aden, Suez, Port Said.

S.S. 'GISELA', (for cargo only) will leave as above about 1st July.

These Steamers, of large tonnage are fitted with comfortable one class accommodation for Saloon passengers. No extra, no tip, no inside cabin. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £24.

RAILWAY FARES Triest-London.

Via Vienna, Milan, Simplon, Bern, Paris, Calais, or Boulogne, Class I £21.10, II £11.10.

Via Vienna, Milan, St. Gothard, Lucerne, Bern, Paris, Calais, or Boulogne, Class I £21.10, II £11.10.

Via Vienna, Cologne, Brussels, Liège, Paris, Calais, or Boulogne, Class I £21.10, II £11.10.

Via Munich, Cologne, Frankfurt, Leipzig, Berlin, Hamburg, Bremen, London, Class I £21.10, II £11.10.

TO SHANGHAI.

S.S. 'KOEHLER', 9900 tons, will leave as above on 23rd June, at 5 p.m.

FARES: Hongkong-Shanghai, 1st Cl. £23, 2nd £12, 3rd £6.

TO KOBE, VIA SHANGHAI, YOKOHAMA.

S.S. 'E. FRANZ FERDINAND', 18000 tons, will leave as above about June 23.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North and South America.

SANDER, WIELER & CO., Agents, Prince's Building.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR SHANGHAI, TIENTSIN, Peking, YOKOHAMA, KOBÉ, MANILA, YAP, MARON, PRINZ WALDEMAR, SAMARANG, NEWGUINEA, BRISBANE, SYDNEY, MELBOURNE.

MAPIES, GENOA, ALGIERS, SOHARHORST, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG.

SHANGHAI, TIENTSIN, Peking, YOKOHAMA, KOBÉ, MANILA, YAP, MARON, PRINZ WALDEMAR, SAMARANG, NEWGUINEA, BRISBANE, SYDNEY, MELBOURNE.

KOBÉ & YOKOHAMA, COBLENZ, CAPT. L. Klingk, (18,000) About WEDNESDAY, 25th June.

MANILA, YAP, MARON, PRINZ WALDEMAR, SAMARANG, NEWGUINEA, BRISBANE, SYDNEY, MELBOURNE.

KOBÉ & YOKOHAMA, COBLENZ, CAPT. L. Klingk, (18,000) About WEDNESDAY, 25th June.

KUDAT and SANDAKAN, BORNEO, CAPT. F. Sembil, (8,750) About TUESDAY, 24th June.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to Norddeutscher Lloyd, BREMEN & CO., General Agents, Hongkong & China.

THE CHINA MAIL, LTD

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT

PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROFFES

TUBES, WINE LABELS, ETC., ETC., ETC.

Urban quotations from

THE CHINA MAIL OFFICE

6, Wyndham Street.

European Supervision Moderate Price.

Vessels Advertised as Loading.

DESTINATION

VEHICLE

AGENTS

DATE OF LEAVING

Australia Ports, &c. St. Albans

B'way, v. S. Pore, Cbo. Kanakuru Maru

Europe, &c. Schenkerhorst

Hollow & England. Singkong

Kobe & Yokohama. Arcadia

London & Antwerp. Finlayshire

Manila

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NEW MODEL No. 20

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Standard Keyboard with Frictions
up to 1600 suitable for

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ENGINEERS,
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For Foreign Correspondence.

Special Monthly Instalments
if desired.

MacEwan, Frickel & Co.,

Have been appointed **SOLE AGENTS**
for the above for South China.

4, Des Vaux Road, Hongkong,
Shamoen, Canton.

HOWARD WATCHES.

THE AMERICAN WATCH OF FINEST QUALITY & HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED AT THE FACTORY.

WRITE OR SEND FOR CATALOGUE TO

THE SOLE AGENTS:

Chs. J. GAUPP & Co.,

ALEXANDRA BUILDINGS, CHATER ROAD.

To-day's Advertisements

LIST OF UNCLAIMED TELEGRAMS

LYING IN THE
GREAT NORTHERN TELEGRAPH
COMPANY'S OFFICE AT
HONGKONG.

Address	Station from
Chengshan	Shanghai
Decidee	Kiukiang
Esapro	Kobe
Magchin Shang	Yokohama
17 Tungchow Chung	Peking
Shanghai	Yokohama
Tungchow	Kobe
Walker Passenger Fritz Ludwig	Amoy
6246	Shanghai
J. O. GOUGH,	
Acting Superintendent.	
Hongkong Station,	
June 13, 1913.	743

LIST OF UNCLAIMED TELEGRAMS

LYING IN THE EASTERN
EXTENSION, AUSTRALASIA AND
CHINA TELEGRAPH COMPANY'S
OFFICE AT HONGKONG.

Address	Station from
Falkland Makia Caro Mat	Thursday
Island	Island
Guanosung Yauanatic	Singapore
Harvestor	Harvestor
Island	Island
Kwongchong	Darwin
Kwongchong	Manila
Leuchow	Shanghai
Lukhinda Gokalski Dopa	Shanghai
Board Steamer Kowloon	Shanghai
Maclean Passenger Goeben	Shanghai
Maunghing	Foochow
Nandoo	San Francisco
Oscario	Baguio
Pardo de Tavera Minicela	Manila
Richard T. Robinson	Racinevia
Robert Paul	Singapore
Solway	Manchesteer
Toller	Singapore
Tykeke Bonham Street	Singapore
Yestuckship	Singapore
J. M. BECK,	
Superintendent.	
Hongkong, June 13, 1913.	744

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LOOT,
BREMER.

FOR MANILA, YAP, MARONN,
FRIEDRICH WILHELMSHAFEN,
RABAU, SAMARAI, BRISBANE
AND SYDNEY.

THE Steamship
PRINZ WALDEMAR,
Captain H. BERNER, (now loading) will
leave for the above places TO-MORROW
(SATURDAY), the 14th inst., at 9 a.m.

For Freight or Passage, apply to
NORDEUTSCHER LOOT,
MELBOURNE & CO.,
General Agents,
Hongkong, June 13, 1913. 746

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Company's Steamship, Loango,
having arrived from the above Ports
and is hereby informed that their goods will be delivered
from alongside.

Cargo impeding the discharge or remain-
ing on board after 4 p.m., the 14th inst.,
will be landed at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong, June 13, 1913. 745

EXCHANGE.

Hongkong, June 13, 1913.

On London ... 111 1/2

On demand ... 111 1/2

30 days sight ... 111 1/2

6 months sight ... 111 1/2

On Paris ... 251

On demand ... 251

On Berlin ... 203

On New York ... 48 1/2

On demand ... 48 1/2

Credit, 30 days sight ... 49 1/2

On Bombay ... 143 1/2

On demand ... 143 1/2

On Calcutta ... 143 1/2

On Singapore ... 85

On demand ... 85

On Manila ... 74 1/2

On demand ... 74 1/2

On Shanghai ... 72 1/2

On demand ... 72 1/2

On Yokohama ... 74 1/2

On demand ... 74 1/2

Gold Loan, 100 lbs. (per ton) ... 222.50

Silver (per 1000) ... 27 1/2

Bar Silver in Hongkong ... 27 1/2

Chinese Copper Cash ... 2 1/2

Chinese Copper Cash ... 2 1/2

Rate of Interest ... 4 1/2

Chinese Sub. Coin ... 2 1/2

Hongkong Sub. Coin ... 2 1/2

SHIPPING

ARRIVALS.

June 12

Litang, British str., 2,223, E. J. Tadd,

Calcutta May 23, Penang June 3, and

Singapore 7, General.—JARDINE, MATHESON

& Co., Ltd.

Ofund, Norwegian steamer, 843, H. L.

Enksen, Bangkok June 8, Rice—

AGLARD, THOMAS & Co.

Bridge, Norwegian str., 850, J. Folkman,

Bangkok June 8, General.—CHINAK.

Rosier, British str., 2,841, Vincent B.

Harper, Tacoma May 6, and Moji June 7,

General.—BANK LAY, Ltd.

Phuempah, British str., 1,065, Jas. H.

Scott, Saigon June 8, Rice and General.—

CHINAK.

Prinz Waldemar, German str., 1,841,

H. Bremer, Yokohama June 8, General.—

MATTHEWS & Co.

June 13

Hongkong, British str., 3,671, H. Far-

quharson, Portland, Ore., and Moji May 8,

General.—JARDINE, MATHESON

& Co., Ltd.

Tidini, Dutch str., 4,798, A. W. La

Rooij, Java Ports June 8, Sugar and Gen-

eral.—JARDINE, MATHESON

& Co., Ltd.

Aleria, German str., 5,140, G. Habel,

Hamburg June 6, General.—MATTHEWS

AMERICA LINE.

Africa, Austrian str., 8,800, H. Roberto,

Shanghai June 13, General.—SANDER,

WILSON & Co.

Wanchow, British str., 530, W. R. Lloyd,

Cheloo via Taikang June 6, General.—

BUTTERFIELD & SWIRE.

Haiman, British str., 641, J. W. Evans,

Swatow June 12, General.—DOUGLAS

STANLEY & Co., Ltd.

Rubi, American str., 1,408, J. Miller,

Manila June 10, General.—SHAWAN

TOURS & Co.

Pern, Russian steamer, 2,757, Shmeltz,

from Odessa, General.—D. A. LUKMANOFF.

Tammy, British steamer, 1,355, G. H.

Pennelcher, Manila June 10, General.—

BUTTERFIELD & SWIRE.

Hongkong, British str., 1,355, S. Wilde,

Shanghai and Swatow June 12, General.—

JARDINE, MATHESON & Co., Ltd.

Foochow, British str., from Canton.

Chipping, British str., from Canton.

Kunigler, Chinese str., from Canton.

June 13

Hongkong, for Kwong-chow wan and Hai-

phong.

Hakka, for Billiton.

Unkai Maru No. 4, for Milke.

Petrolia, for Saigon.

Hongkong, for Hongkong.

Rokkoku Maru, for Tamsui.

Mogul, for Singapore and Odessa.

Laveta, for Saigon.

Hain Chang, for Canton.

Swatow, for Singapore and Calcutta.

Africa, for Singapore and Trieste.

June 13

Glenloch, for Amoy and Singapore.

For Hongkong, for Hongkong.

Wanchow, for Canton.

Samoa, for Manila and Hamburg.

Aleria, for Singapore and Hamburg.

Hongkong, for Swatow and Foochow.

Prinz Waldemar, for Manila and Gwyness.

Marie, for Manzanillo and Guaymas.

June 13

Per Lajong, from Calcutta, &c., Mr.

and Mrs. Mallet, Lieut. E. O. Staples.

Per Prinz Waldemar, from Yokohama,

Messrs. Schultz, Harold Denfer and Karl

Wruok.

Per Goeben, for Europe via ports of call,

Cape, and Mrs. Hemmeling, Mr. and Mrs. A.

Enksen, Mr. Robinson, Mr. P. Heise, Mr. B.

Waller, Dr. and Mrs. Backer, Mrs. T.

L. Westerfield, Mr. and Mrs. C. Paul, Mr.

Weingarten, Mr. J. Duncan Macanlay, Mr.

and Miss Macgregor, Dr. G. S. Ramsey,

Mrs. and Miss Baga, Lieut. E. B. Miller,

Mr. W. P. Kettner, Mr. C. S. Hill, Mr.

C. D. Ramsey, Mr. and Mrs. Walter J.

Wells, Lieut. Carl D. Orles, Lieut. S. D.

Crawford, Dr. H. E. Schiffbauer, Mr. O. E.

Glover, Mr. T. P. Hansen, Mr. J. Fenton,

Mr. J. F. Teixeira, Mr. A. J. Teixeira,

Mr. N. Silverman, Mr. O. Kramer, Mr. O.

Leineweber and Mr. John Topping.

SHIPPING REPORTS.

The Norwegian steamer Bridge from

Bangkok reports: Fine weather during the

whole voyage; "light breeze," clear air,

cloudy towards Hongkong.

The British steamer Rover from Tacoma

reports: Moderate winds and sea to strong

gales with heavy seas, sky cloudy and over-

cast the greater part of the voyage, with

frequent rain hail and snow squalls.

PASSENGERS EXPECTED.

Per P. & O. steamer Sorinika from

London May 3, due Hongkong June 13,

Mr. G. H. Bunkett, Eng. Lieut. G. Hick,

Serjt. E. Bunt.

Per Alania Maru, from London May 10,

due Hongkong June 25, Mr. J. H.

Enksen, Mr. J. Grant, Mr. and Mrs. T.

Huntley, Messrs. J. Backley, A. B.

Hondry, C. J. Bull, R. Conduit, J.

Bollich, H. J. Jefferson, J. Kilkeny, J.

W. Litt, R. A. Orr, V. A. Palmer, A.

Polwar, W. M. Ramsey, J. Robertson,

R. Shillwell, G. E. Smith, W. B. Smith,

F. A. Treacher, N. White, Mrs. Weiting,

Mr. and Mrs. P. O. Grant, Messrs. T.

Yoshimoto, Y. Daito, I. Yokota, S. Inoya

and T. Ohashi.

Per P. & O. steamer India from Lon-

don May 17, due Hongkong June 25,

Mr. H. A. Taylor, Mr. H. Brown, Mr. and

Mrs. Williams, Mr. E. J. Ellis, Mr. C. F.

Alexander.

Per P. & O. steamer Ramona from Lon-

don May 18, due Hongkong June 25,

Mr. H. A. Taylor, Mr. H. Brown, Mr. and

Mrs. Williams, Mr. E. J. Ellis, Mr. C. F.

Alexander.

Per P. & O. steamer Mongolia from

London June 13, connecting with steamer

Amoy at Colombo. Due Hongkong July 17,

Major W. H. Woodbridge.

ECONOMY IN THE END.

It costs but a small amount to keep

Chamberlain's Colic, Cholera and

Diarrhoea Remedy always in your medicine

chest, and it is economy in the end. It

always cures and cures quickly. For sale

by all Chemists and Storekeepers.

WEATHER REPORT.

On the 13th at 11.24.—Pressure has fur-

ther decreased over S.W. China, and over

Amoy. It has increased slightly in the

north, and is highest in the neighbourhood

of the Bonina.

Shallow depressions lie over S.W. China

and to the east of Japan.

Moderate S. winds are indicated along

the east coast of China, and over the N.

China Sea.